



AQUARIUS S.C.

THE MAIN SHEET

Autumn 2012 Edition

Web Site: <http://www.sailaquarius.org.uk>
Email: mail@sailaquarius.org.uk

Editor: Richard Cannon 01932 786636
E-mail: editor@sailaquarius.org.uk

Publicity: Michael Hendra Phone 020 8337 1568 E-mail: publicity@sailaquarius.org.uk

Contents

Commodore's Bit	1
Dave Jennings	
Old Time Music Hall	2
Bowl Autumn 2012	3
Banging on Again	4
Susannah's Light.	
Annual Spring Flotilla Invite	5
Halloween	
Harbourmaster's Jottings	6
Throwbags - Essential Safety Item	
New Members	
Newsletter Printing	
RN Sailing Club Bosun Regatta	7
Kempton Park Fireworks	8
Annual Dinner	
Annual General Meeting	
Sailing Beyond End Of Season	
Social Calendar	
Cheats Christmas Lunch	

Commodore's Bit - Rodger Wheeler

With the end of season upon us, I would like to say a very big "Thank You" to everyone who has helped Aquarius during the year.

Sailing conditions in 2012 started well with sailing every week from the reintroduced New Year's day Sail and Lunch throughout the winter until to late spring. Remember the hose pipe ban. Then the rains came and our racing season has been badly affected with our reach frequently having red or yellow warning boards by the Environment Agency.

Thanks to some innovative ideas such as towing boats to a start well upstream we have continued to sail. We are hoping that the weather will be kind to us so that we can sail on Sundays throughout this winter.

The social side has continued apace with several new events, including most recently a Music Hall Sing Along and

an impromptu Halloween Party, followed by our usual Fireworks evening..

You may have noticed the revamped publicity with colour posters and flyers and much better signage at the gate.

Just because we have had a lot of rain it does not mean that there will not be more this winter. It is essential to tie boats down securely to withstand any high winds or flooding of the bank.

And don't forget the AGM. There are lots of new ideas for 2013 and we need your views. There is also plenty to do in 2013 so we need your help. Oh, and check the back page to ensure all the dates are in your diary.

Finally you have noticed that Mike Hendra has taken up the cudgels (or perhaps his typing digits) and with his usual flair written most of this and the last newsletter. Well done Mike and thank you.

Dave Jennings

It is with deep regret that we have to report the death of Dave Jennings. He was a very enthusiastic and hard working member fulfilling his duties as Harbourmaster with dedication for many years.

He took his Catapult to open meetings across England and really enjoyed sailing his Manta on the Thames. He had the "Aquarius spirit" and was always keen to help other sailors with their boating problems.

He always had a box of bits to cover most eventualities. In short he was a really nice bloke and we shall all miss him very much.

Dave and his Catapult



Dave and his Manta



Old Time Music Hall and Sing Along - Mike & Jean Hendra

From the response I judge the Music Hall Sing Along a great success and although Jean and I got most of the thanks these events are really a team affair.

The Music Hall story began about this time last year with a casual word in the vicinity of Mr Wheeler. Rodger latches on quickly to anything that may entertain Aquarians so the initial date for presentation was early 2012. Before any work was done the date was reset for the autumn and I forgot about it.

Naturally Rodger did not and so about two months ago I was nudged into action and compromised by the issuing of the notice. Rodger drafted the notice and Richard set and published it.

I was queried several time about my progress and obfuscated wildly until the beginning of August when I drafted the story outline. Whilst discussing the story at the club, Stuart foolishly asked about presentation and was immediately drafted into the role of Master of Ceremonies. On hearing the conversation, Richard quickly republished the flyer to bind us both to the performance.

I struggled with my laptop, unable to either rip or burn any music so Richard was called in to assist. Try as we might the machine resisted repair. By now I had selected most of the songs that I wanted so now the hunt began for the right artist. YouTube came to my aid with lots of material and I found a way of capturing the minimal amount of video and playing the songs through Real Player. The whole process took about a week. Rodger went away just as I was ready for the first trial so I could not use the system at the club house to test effects.

I heard that Stuart was double booked and that he was now unavailable as MC but upon finding him in the club he assured me of his availability. We spent two evenings going through the script and his presentation.

We were intending to use the normal catering team for the food but when I tried to make contact, the club's chief cook was away so the food menu went on hold. Jean began developing the theory that she could cope alone and although I presented all sorts of very sound arguments against such a process she carried on regardless. Situation normal!

Wednesday evening Stuart and I polished up our roles and Friday we met again. By this time Rodger had returned so with a push and a click we connected my system to the club's amplification and without a glitch the system played the songs. A miracle! Rodger suggested that Nigel might be able to convert my song sheets to Power Point so I spent Friday evening sorting out the files finally getting them to Nigel on Saturday morning.

Thursday Jean and I went shopping and Friday morning she began cooking. Initially because we did not have enough refrigeration capacity to store cooked meat, she made the crumble and one test pot of beef and ale stew. Saturday she started cooking the remaining stew. She placed one pot with oil in on the stove and whilst engrossed in preparing the meat, the pot caught fire.

A dramatic few moments passed but soon the fire was out with no damage done. By early afternoon the meat was cooked and left to cool. Jean went for a short nap with me waking her at 3:30 with some tea. She drank her tea and went to shower only to find we had used all the hot water during the cooking and washing up. Now unable to shower, the cook was only able to manage a British wash. She was not pleased!

We arrived at the club just after 5pm and Don and Helen came in to peel potatoes and generally help out. Rodger and Linda arrived and whilst Rodger and I tested the sound systems, Linda and Don wrapped the knives and forks with serviettes and Helen and Jean heated and finished cooking the food.

Meanwhile Richard was recording the back-up for my music system so that if the computer failed we could use the CD player. Nigel and Anne arrived with the projector and their Power Point presentation, then Richard with the back-up CD. The technical system matched the food and we were ready to go.

Pretty much all the attendees arrived on time so we were able to start on schedule. Rodger opened the bar for pre-dinner drinks with the food following shortly. Linda, Helen, Joan and Jean managed the food and Gordon did a sterling job with the dishwasher. I even bullied Liz into giving the girls a hand with the clean up. Jean's menu appeared to be a great hit so the audience were now softened up for whatever might follow.

After my short introduction Stuart opened the proceedings looking every inch the professional MC and we were soon off with Daisy and her bicycle. Apart from the odd miss-clicked number and some last minute editing the first half seemed to go quite well with strong vocal support from all sides. Nigel's and Anne's superb Power Point job worked a treat so twenty odd minutes passed very quickly and we were soon into interval and throat re-lubrication. After ten minutes we were off again this time with more recent numbers and the singing and atmosphere were great. We finished well and on time with the story of Albert and Daisy fully told and the audience happy.

As always, much conversation followed and about 11:00 Jean and I slipped away sliding exhausted into bed just before the witching hour. However Rodger was still manning the bar and the club house still needed to be cleaned up and packed away so the work went on well after the show was over. I understand that Gordon ended his evening pushing a vacuum cleaner round the clubhouse all under the careful supervision and assistance of his wife Joan.

We did not start out to make money and at least £4.00 of the £5.00 went on food, however, from the organiser's point of view we had fun and entertained so we succeeded.

Here as with the Olympics, it's the volunteers that keep the system running. However, without an audience all the effort would have been for nothing so a thank you to all those who came to join us, whether to help, to enjoy or both.

Cheers!



Bewl Autumn 2012 - Mike Hendra

Bewl Water is a large and beautiful lake in Kent, the largest area of water in the South of England. At the Spring and August Bank holidays, we are invited to take part in a weekend of sailing events by the Bewl Valley Sailing Club. The invitations offer us free entry into the Bewl Lake recreation area; the use of the Club's camping field and facilities; the chance for racing enthusiasts to pit their skills against crews from a range of clubs and casual sailors the chance to enjoy cruising over a wide area of this beautiful lake.

This year Richard was trying to get a group together to enjoy both the Saturday and Sunday activities so this meant an overnight camp, something Aquarius had not done for a while. Jean and I wanted to go and take our caravan and the Bewl Valley Sailing Club were flexible in regard to the equipment used, so provided we understood that amenities were scarce on the site there would be no problem. Although the initial take up was a bit disappointing eventually eleven Aquarius bodies put their names on the list. In the end we occupied six sites plus our van which with its' side tent offered clubhouse facilities to the group and very comfortable facilities to Jean and me.

We drove down on Friday in the bright sunlight of what promised to be a fine weekend. The field was vacant when we arrived so we had our pick of the paddock, naturally choosing the flattest part of the site as close to the Heads (toilets to landlubbers) as possible. With our caravan unfolded and the side tent fitted we were established shortly after lunch and able to enjoy a very pleasant afternoon by the lake and a comfortable night in the country side.

Quite early on Saturday Richard and Liz arrived with the rest following soon after. The site became a hive of activity with tents being pitched around the mobile clubhouse. Richard even had a tent he had never erected before and actually had no memory of purchasing. Bryan had one that was spring loaded and although it leaped to its erect position with ease he had great difficulty folding it up the following afternoon. Unfortunately we did not have a video so we missed the chance of filming one of the funniest events I have seen since Saturday morning pictures with Stan Laurel and Oliver Hardy. Jean manned the stove serving coffee, tea and biscuits to all comers.

The breeze was blowing invitingly so quite soon the clang of masts, the rattle of halliards and the flap of sails became the dominant sound as the boats were rigged for an afternoon of recreational sailing. While the keenies got going on the water Jean and Brenda Panting researched a venue for dinner and found a very nice sounding pub not far away. The afternoon passed very pleasantly and soon we were all washed and polished ready for dinner.

We repacked the cars to minimise the impact of our passing on the Kent countryside and with five in my car and the satnav providing the navigation we headed off for the evening's delights. Jane, my sat-navigator, worked well until we got close to destination then she seem to suffer from a left right confusion. Twice we circled the area she had taken us to and after entering the yard of the second private house the owner put us on the correct course. The pub was cosy and inviting but was perhaps a bit more upmarket than our motley crew expected. Nonetheless the menu was promising, the food enjoyable, the wine imbibe-able and the evening very pleasant. Just to make sure we sailing salts did not get ideas above our station, Bryan kept his faithful cap firmly in place throughout the evening. Jean took over from Jane for the journey home and this time we made it without any diversion.

Sunday dawned a little cool but dry and promising with the lake ruffled by a gentle morning breeze. Richard piked but John Panting and Frank both bravely entered the racing program. Richard's Signet and Paul's Skipper offered the non-combatants a chance to explore the lake whilst enjoying the kind of long tacks we can only dream about on the river.

Bryan and I took Paul's Skipper for a fun run across the lake. Bryan had refused to helm with a novice of my capability as crew (my longest sailing trip being on a 36ft ketch from Cape Town to Mauritius in 1972) so I took

the helm as skipper. We had hardly left the dock when Bryan mutinied ordering me to come up, fall off, tack, etc. In other circumstances I would have had him flogged or even hanged but I had no other crew (Jean was making lunch) so I just reminded him who the skipper was. Once the proper order was established we took long tacks across the lake spending almost 90 minutes on the water enjoying a great sail in a nice boat. Thanks Paul!

Whilst we the sailors were enjoying ourselves, Brenda and Jean gathered up the food scraps and put together a sumptuous lunch for all. Their efforts were certainly appreciated; thanks ladies.

Soon the crews were packing up for the journey home, leaving Jean and I to enjoy another evening of peace in the Kent countryside. As a finale Bryan embarked on the performance of his life trying to fold a spring loaded tent into a flat 2ft square bag. It sprang left, it sprang right, it sprang in and out of sight. It sprang up and then down going round and round and round. Bryan wheezed and squeezed but the thing would neither lay flat nor lay quiet. To give Bryan full credit, I did not hear a single 4lw but that must have played havoc with his blood pressure. As always, the tenacious won, so finally the tent, having thoroughly enjoyed itself, gave up and slipped easily and quietly in to its' bag just as if nothing had happened. Bryan dusted his hands in triumph and peace descended on the camp once again.

Monday arrived as a perfect late summer morning with warm sunshine and no wind. Unfortunately we were scheduled to leave so having conveyed our thanks to our hosts we were off.

Bewl Lake is a wonderful facility in a very beautiful part of England, one to which we at Aquarius have access thanks to the generosity and hospitality of the lovely people at the Bewl Valley Sailing Club. They have even asked us back, so don't miss out next time.



Susannah's Light.

Thomas McKee was a sailor who had captained many a sailing vessel and he understood the ways of wind and sea having roamed far from his native Britain. As he and his wife Susannah grew older, life on land had an increasing attraction and Thomas had taken a job with the Queensland lighthouse service as a lighthouse keeper. Now the couple were about to make their home on the small, coral cay called Lady Elliot Island. Usually the head keeper brought his family and although there was sufficient accommodation for three families, many of the keepers were single men.

The guano miners had stripped the island of most of its vegetation and topsoil but during the years between the building of the lighthouse and Thomas and Susannah's arrival, keepers had planted trees and other vegetation around the houses although for most of its area the island remained bleached white coral rubble. As their tender approached the small atoll, the low buildings and the white lighthouse tower stood starkly above the bleak bleached bones of this once lush tropical paradise. The wind blew from the south east with an unwavering determination for out here the wind is lord and only those who learn to live with it survive. This lighthouse station was a bleak lonely place, far from any civilisation, blasted by wind, sun and rain.

Susannah missed her family and in coming to the island had lost her purpose. Soon she began to suffer from what today we would call depression and yearned to draw her husband back

to civilisation. Slowly but inexorably the loneliness, the hot bright light, the roaring wind and the mournful night cries of the Shearwaters worked on her mind until finally on the 23rd April 1907, in black despair she dressed in her Sunday best and walked fully clothed into the sea. Dragged down by the heavy clothing and tumbled by the waves and current she soon drowned and by the time her rescuers arrived she was already beyond help.

Thomas buried his wife just behind the lighthouse and the sad and lonely lady who could not escape the island in life remains trapped there in death. It has been said for years that Susannah still walks between the lighthouse and the houses carrying a lamp, begging her husband to leave but as in life, her ghostly pleading was in vain.



For one hundred and five years men toiled so that the old lighthouse shone bright and clear but in 1988 it was automated and the last of the keepers left. The island was revegetated and soon the trees began to obscure the light so a new taller tower was built and a new light beaming its message some 40 kilometres out to sea.

Almost immediately it was noticed that the loom or beam of a light emanating from far out to sea could be seen from the island. Strangely the light mirrored exactly the new light of the island with its anti-clockwise rotation exactly reflecting the clockwise rotation of the island light with six flashes every minute. No lighthouse was visible, just the loom sweeping over the ocean matching and meeting the island's light beam every ten seconds throughout the night. The loom always appears from far out to sea and its position moves around the island depending on the position of the viewer.

It is said that the light loom can only be seen from Lady Elliot Island and perhaps the strange phantom beam has a scientific explanation. Perhaps though, Susannah's spirit, washed far out to sea by the currents powers the loom, still calling her husband away from the island to free her spirit from her agony of isolation and the desperate loneliness that led to her death.

Mike Hendra

© Brisbane March 2006.

Banging on Again

We are now reaching the end of 2012 in what has been another good year at Aquarius. Sadly we are still having difficulties attracting and keeping members and some ideas about how we might achieve this aim would be helpful.

Under Rodger's Commodoreship we have spruced up the image with good clear signage and in the main the clubhouse is tidier than it was last year. However, members do need to remember that the clubhouse is our lounge and is not the changing room, cloak room, workshop or gear store so please keep it clean and tidy.

When I drive to the club I pass several sailing clubs and I enjoy seeing the clean white sails and the polished hulls that grace the river, particularly on a sunny Sunday morning.

Since September this year I have done three Patrol Boat duties and what strikes me about our fleet is the contrast between the one pristine Laser and the rest of the fleet. Not so much the sails but there are a large proportion of grubby decks and stained hulls.

Our club cannot be seen from or the road so we are somewhat obscure and thus not a place that potential members see when out for a Sunday drive. On the other hand many boats pass the club and many cyclists and pedestrians travel along the opposite bank so lots of people see our fleet on the water so we need to look good.

With winter coming there is an ideal opportunity for everyone to polish up those hulls so that we have a sparkling fleet for 2013.

Mike Hendra Publicity

Annual Spring Flotilla Invite - Mike Hendra

Jean and I have booked again for the Budget Annual Spring Flotilla, final dates are not set but the 4th to the 18th May are the most likely. We will be there almost all of May and this will be our fourth year sailing in this historical part of the Med. We have always had a great holiday with the company who are very accommodating and flexible and invite Aquarius members to join us. Here is the pitch:

Budget arrange your yacht charter including all fees and charges. Your boat will be cleaned and ready for your arrival and although we ask you to leave it tidy, we always clean boats between charters. Bed linen & kitchen cleaning cloths are provided, towels can be supplied on request.

For late arrivals we can provide an arrival pack including matches, tea, milk and water. You will need to victual the boat to suit your needs and there are shops nearby for that purpose. During the flotilla we find

that most of our crews use the tavernas for their evening meals and showers for which a small fee might apply. Laundry facilities are available for a small charge at some places but it is advisable to have a supply of washing powder. The local currency is the Turkish lira but our prices are in Euros.

Technically our flotillas operate Saturday to Saturday although our briefing takes place on Sunday and we usually leave after lunch for a short sail to our first overnight stop on one of the many islands in the Gulf of Fethiye. To join a flotilla at least one person on board must have enough sailing experience to be able to safely manage a yacht of this size. If you can easily sail an open sailing boat on a lake, this should be sufficient experience for sailing in the Gocek area, see www.budgetsailingturkey.com/english/flotilla.asp If in doubt call us to discuss options.

Our insurance covers all damage beyond €1,000.00, we can take your

credit card details as security or provide collision damage cover in lieu. We provide full fuel tanks at commencement and ask that the yacht is returned with full tanks. There are refuelling facilities close to our marina.

We are not able to arrange air travel but EasyJet, Monarch and Flythomascok all fly directly from UK, Ryanair does not. Whenever you arrive we can arrange airport transfers from and to Dalaman and we escort you to your yacht once you reach Gocek.

Flight times to and from Dalaman can be at unfriendly hours but transfers are still arranged and we meet all our guests. Once you have decided to holiday with us we will hold your booking long enough to enable you to finalise your travel arrangements.

One big disadvantage, Jean will be bringing Mike Hendra and you will be stuck with him on flotilla for two weeks.

Halloween - Mike Hendra

At tea on the Sunday before Halloween, Joan Courtney made a remark to Jean about “doing something for Halloween” on Wednesday. Actually Rodger the anaconda did not hear the remark but somehow news of the idea made it to his ears.

With a budget of £20.00 for decorations and £3.00 per head for food, Joan and Jean went shopping and I drafted an APB email for Richard. The mail went out but with only two replies the overwhelming enthusiasm we had expected did not materialise. We did a finger count but could not quite manage to use all ten digits then Stuart Schafer phoned to say that his “Other Club” had nine interestees. With about eighteen takers the thing looked like GO and once again the Middle Thames Yacht Club had made the effort worthwhile.

Joan and Jean had a great Tuesday afternoon in Kingston buying the decorations (spending more money on tea and incidentals that the

decorations cost but they enjoyed it anyway). Joan took on the task of producing Apple Crumble and Jean on developing the main course. In the end she produced a starter and the crumble became the main meal but wadja expect for three quid? Whatever, the attendees seemed to appreciate the effort and enjoyed the food; well at least no one complained.

The traffic on Wednesday evening was horrendous taking us an hour to make a journey that normally takes 20 minutes. Our visitors arrived at 7 but the bar remained closed till 8 just to save them from spending too much on booze. The AQSC handful drifted in around 8 and then dinner was served. The food and now some drink got the evening started and it became a homely cosy affair swapping yarns and experiences that wives and husbands had all heard before, but were fresh to a new audience.

I tried to scare the audience with the tale of Susannah’s Light but they all seemed unmoved by her sad end

on a warm tropical island on the barrier reef. I then produced the really scary story about Old or Eel Pete the man who haunts the car park hut and our launching ramp. Clearly I am no Edgar Alan Poe ‘cos no one was afraid to walk back to the car park but at least I tried. Both stories will be in the Mainsheet when it is next published.

So, thank you Rodger for the £20, Joan for the idea, effort and the crumble, Jean for her efforts, the “starter” and support and Stuart for finding the numbers and setting up the club for the evening. Thank you for all those who came, particularly the Middle Thames contingent. Thank you Pete for the bar service and Gordon for doing the washing up and Rodger for the Phantom. Oh and I nearly forgot, thanks Liz for coming late ‘cos in the end we had no “starter” left over so we would have been embarrassed by an early arrival.

Cheers!

Harbourmaster's Jottings Nigel Knowles

Have you "winterised" your boat yet? For the intrepid few (-but increasing number of !) members who continue to sail throughout the winter (and wasn't the sailing from Jan to March this year amazing!) this is not an issue. However for others - who have perhaps not seen their boat for a while, it really isn't a very good idea to leave it without taking steps to secure it against the winter gales and potential floods.

In today's era of "extreme weather events" high winds that are capable of lifting boats off their trailers are not unknown (my own Laser - despite being tied down at the bows and midships was once lifted bodily - complete with stakes - and deposited in Sunnyside reservoir!).

We have also known the river to rise above the bank to a height that could carry boats away if they are not secured. **YOU HAVE BEEN WARNED!**

The preferred method of securing a boat is to use a vertical post driven at least 450mm into the ground to lift the bows and then tie down amidships to a tyre buried in the ground at each side. (This is quite straightforward and a 15 minute job using the mattock from the Bosuns store). Please do not use metal spikes, angle iron, ground anchors and the like - they play havoc with strimmers and are potentially very dangerous to lightly shod feet - especially when hidden in the undergrowth.

Make sure also that the cover is taut, so that rain cannot collect in it and that bungs are out.

✓ New Members Joan Bray

We extend a very warm welcome to the following new members wishing them many days of enjoyable sailing with Aquarius.

John & Heather **Peperell**
Jeanette & Stephen **Buncher** & family.

Some more grumps:

1. Please remove your unwanted items (old boat covers, empty paint tins, old trailers etc) from the Club and don't discard them on the bank. The Club has no rubbish collection and the policy should be "take your litter home". Litter tends to get lost in undergrowth and messes up the strimmers

2. Similarly please do not remove floating debris from the river - unless you want to take it away! You may think that you are helping river users, but the amount of debris that you are likely to extract is a fraction of what floats past but if deposited on the bank is both unsightly and impedes strimming.

3. The Club has 4 strimmers - 1 electric and 3 petrol. Please feel free to use them to keep berths free of undergrowth- but return them in the state that you would expect to find them. If you are unsure how to operate them I will be happy to demonstrate. We also have a variety of hand tools - all kept in the Bosuns store.

Throwbags - An Essential Safety Item Nigel Knowles

Throw bags have been standard safety items in the whitewater canoeing and rafting world for many years and most emergency authorities have adopted them too. As a Club we seem to have been slow to recognise their benefits - but we now have them aboard both patrol boats and have one permanently located beneath the Start Hut. (This should be left in place ready for instant emergency use at any time and NOT removed at the end of Sunday racing)

Basically throwbags are intended as a means of accurately and reliably throwing a rope. It is quicker and usually far more reliable to use a throw bag than to coil and throw a rope.

Where speed is of the essence, - such as when someone is in the water and needing help - it is usually far better to use the throw bag than to attempt to manoeuvre a boat alongside them.

The old fashioned lifebelts that are positioned by Thames Water at various points along the bank are not recommended. They are heavy and awkward to throw and can hurt the casualty if it hits them. Note that with most throw bags, if the first attempt is not successful, then the bag can be quickly retrieved and re-thrown with the water inside acting as a weight. For those not familiar with their use I will be happy to demonstrate.

Newsletter Printing

The printing costs of this Newsletter were met in full by JDC Independent Financial Advisers
69 The Green Twickenham
020 8755 5577

We thank Frank Rainsborough for setting this up. Apart from the cost saving, it is good to have this task delegated.

Frank says no Navy slang stories this issue, instead, there's a contribution of a different sort on page 7.

Royal Navy Sailing Club Annual Bosun Regatta

15/16th September 2012 - Frank Rainsborough

This event is the only one I've attended where the entrance is a barrier guarded by rifle-toting armed military, who before allowing you in, check your name and car registration details from their list. But then these details were part of the application form, it is a military site, we had been there twice before, and actually, have become bit blasé about it!

This event is at a Royal Navy shore establishment, HMS Excellent, which provided all the Bosun dinghies and their gear. At the briefing for sixteen entrants it was explained that 8 races were planned, 6 for Saturday, and two on Sunday morning, to conclude the Regatta at lunchtime, with a prize-giving very early afternoon.

The Saturday races would each be of 30-45 minutes duration, 4 races in the morning back-to-back, then a lunch break, and 2 races in the afternoon, also back-to-back. The first 4 races would be north of Whale Island, there being sufficient height of water over what would later be drying mud, held there because we were told that the tide effect would be minimal in that area.

After lunch the 'change boats' procedure was applied and it was sail out again to the race area as before, necessarily leaving the might of guided missile destroyer HMS Bristol to starboard, but then, where the harbour proper opened out, not go quite so far north, stay more into the middle.

We were happy with our first day's results, in the morning in our first allocated boat number 13 we logged a first, a second, a fourth (oops!) and another first.

After lunch, in boat number 12, we had another fourth, and another second, and at the close of Saturday's play sufficient races had then been run for discards to be applied, the process being that an entrant's worst placing would be deducted from their cumulative points.

In our case our cumulative points was 14, it resulted for us in a satisfactory first day's score of 10 points. I had heard that at the end of the day we were first overall, and by some margin, and of course I was very happy to hear that, passed it on to Jim and off we went to get our evening meal and a bed. But I should have checked the actual results because in fact there were only 2 points separating us from Charlie and Freddie who were on 12 points at the end of Saturday!

Sunday morning was a bit of rush, our third boat was number 23, we were late getting it ready and then we found that the essential mainsheet pulley was broken. There was un-allocated Bosun nearby and I was hoping to find that my multi-function tool would have a suitable tool to remove the mainsheet pulley off the back of that 'spare' boom, when a safety boat, presumably sweeping up back markers, immediately saw the problem, told us to remove the

whole boom from that boat and take it aboard our boat. Whilst they towed us out to the racecourse, we swapped the booms over, they took the boom with the broken pulley, and we re-hoisted our main.

For that help they'd given us we had about 3 minutes leeway before the 5 minute starting signal, so we thanked that Safety Boat Crew, and it's likely that they were in contact with the Race Officer who probably delayed the start for us. Thank you all, you know who you are! And in those first few minutes of pre-start time, sail number 2356 (boat D) called out to tell us that we were leading them by 2 points, so not a wide margin at all!

That meant that to keep our first place we would have to finish with a minimum of two boats between us and them in one race, and finish with a minimum of one boat between us and them in the other race. And Kelsey and Jess in boat G were also in the running, we'd been battling with them as well, in most races.

But it wasn't to be, not for them and not for us! I saw boat D (2356) on the first beat and there were 3 boats separating us, they then appeared to get away and maintained a clear lead for the rest of the race. And we, in amongst the next 6 boats, all were very close together, constantly tacking and swapping positions.

We fought just as hard as our nearby competitors did, both in that race, and the second race of the day, the final race of the Regatta. It needed skill and a little bit of luck for us to not drop lower than second overall, and in the end it would be decided by boat D's 4th and a 1st, and our 6th and a 5th. That 6th was discarded and one of our 4th places was added back into our cumulative score, but their discard remained unchanged meaning they finished with 17 points, we with 19, so final positions for the event overall, they first, we second. Third place had 22 points, fourth had 24. All very close!

We had a most enjoyable week-end and we thanked most profusely the organising Committee, the Club, and the Race Management Team, you did an 'Excellent' job, we thank you all!



Frank and crew, mate Jim Lowden

Social Calendar - Dates For Your Diary

Sat 3 Nov	Fireworks at Kempton Park then soup & victuals at Club; details below.
Sat 24 Nov	Annual Dinner starting at 7:30pm; details below.
Sat 1 Dec	Working party 10:30am. Come along with gardening tools. Lunch will be provided
Sat 8 Dec	AGM, Prize Giving and End of Season Party starting at 7:30pm; details below.
Sun 16 Dec	Cheats Christmas lunch 12:30pm and family games.
2013	
Tue 1 Jan	Hot Drinks Biscuits from 11a.m. New Year's Day Sail, subject to sailing conditions. Celebrate the New Year with a Soup and "Raid the Freezer" lunch from 1.30p.m. We may even prepare some mulled cider/apple juice.
Fri 25 Jan	Burns Night Celebration, Haggis Tatties and Neeps from 7:30pm.
Sun 10 Feb	Chinese New Year, dress up and food from a Molesey take-away.
Sun 24 Feb	Lunch 12:30 pm and frostbite cruise/scavenger hunt.
Sat 16 Mar	Start of Season Party 7:30pm
Sun 24 Mar	Start of sailing season

Aquarius Sailing Club Annual Dinner Saturday 24 November 7:30pm for 8:00pm

The annual dinner will be held in the clubhouse:
 Dress: Smart - typically suit or black tie
 Price: £30 (£25 if paid by 14 November)
 Includes:-
 Reception drink at 7:30pm.
 Four course meal by Professional Caterers
 Table Wine
 Coffee/Tea and mints
 Candle light, soft music and good company
 Limited to 48 members on a first come first served basis. This is a very popular dinner so earliest booking is advised by **14 November** at the latest.

If anyone has items they would like to donate to the raffle would they please leave them at the club by 21 November for Leo and Anne to wrap.

Please pay using online banking
 using reference AQSC +(your surname) to
 Sort Code : 309693 Account : 00100373
 Account name: GM & E Thompson
 then email confirmation of payment and your menu choices to dinner@aqsc.org.uk by sending the reply to this email. (In case of difficulty ring Richard 01932 786636)
 Alternatively post to Diana Carpenter 11 Chestnut Avenue, EWELL, Surrey, KT19 0SY by the 14 November, enclosing a cheque payable to 'Aquarius Sailing Club'.
 If you don't receive a confirmation email/phone call in 5 days please contact Diana
 Note: Booking forms are included with, or attached to, this issue of "The Mainsheet"
Please order by 14 November because any tickets not sold by this date will be offered to guests of members. Please include (G) against guests, they will be placed on a waiting list until 12 November when any remaining tickets will be allocated.

Annual General Meeting, Prize Giving And End Of Season Party Saturday 8 December At 7:30 pm For 8 pm

Your presence is requested for the Annual General Meeting, the most important meeting of the year where the future administration of the club will be decided for the coming year.

Matters for discussion will include elections for Flag Officers and Committee, the club's finances and future plans.

The Annual Prize Giving and End of Season Party will follow including our traditional mulled wine, mince pies and other tasty fare.

Joan Bray

Kempton Park Fireworks Saturday 3 November Richard Cannon

The weather was excellent for the 12 members watching the firework display; although very good the music wasn't to my liking.

Back at the club there were 19 members for the food prepared by Diana Carpenter and helpers.

Cheats Christmas Lunch – 16 December

This will be organised by Nigel Knowles and Rodger Wheeler. These lunches have proved very popular in the past so early booking is advised. Watch out for advertising via flyers, email and our website.

Sailing Beyond The End Of Season

The last scheduled racing for this year is on the 11 November but if the weather and river conditions are suitable for sailing then patrol boat cover will be provided beyond this date. Members will be informed of intentions by e-mail.

If you would rather **not** receive winter sailing information emails please let Richard Cannon know by email or ring 01932 786636